some flights on common international routes and also offer seats under bilateral agreements to foreign airlines;

(b) whether it is also a fact that Air India earns Rs. 246 crore from commercial and royalty arrangements while Indian Airlines gets Rs. 10 crore only; and

(c) if so, what steps are being taken to grant Indian Airlines a larger share of earnings from bilateral agreements with foreign carriers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Yes, Sir.

(b) and (c) Since Air India enjoys the first right of refusal for international operations to/from India and the carriage of traffic by foreign airlines from their respective countries to beyond points impacts Air India more adversely than Indian Airlines, in most cases Air India has been designated to enter into commercial agreements with foreign airlines. However Indian Airlines has also been designated to conclude commercial agreements with airlines from Sri Lanka, CIS countries and Gulf Air Owner State.

DGCA'S instructions on cockpit doors

1239. PROF. M. SANKARALINGAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Director-General of Civil Aviation's instruction to airlines to change their cockpit doors by April, 2003, after the 9/11, has been implemented;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) what are the other instructions of the DGCA which are to be followed or implemented by the Ministry?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) and (b) DGCA has mandated replacing the existing cockpit doors with modified strengthened cockpit doors that can withstand impact and resist penetration by small arms fire and fragmentation devices. This is applicable to aeroplanes engaged in scheduled air transport services and to cargo operators where there is a

proviso for carrying passengers also in their aeroplanes. The instructions is at various stages of implementation.

(c) Does not arise.

(d) DGCA issues instructions from time-to-time relating to operation, use, possession, maintenance or navigation of aircraft flying in or over India or of the aircraft registered in India under Aircraft Act 1934 and Aircraft Rules 1937, which are implemented by airlines/ Airports Authority of India.

Reduction of acquisition of large aircraft by AI

1240. SHRI K.B. KRISHNA MURTHY: Will the Minister of CIVIL AVIATION be pleased to State:

(a) whether Air India has decided to reduce its large aircraft acquisition order from 17 to 10;

(b) if so, whether the proposed reduction in large aircraft acquisition is due to Air India's plans to operate hub and spoke flights in conjunction with IA; and

(c) if so, when the bids for smaller aircraft will be called for and finalized?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) No, Sir. Air India has changed the requirement from 17 long range aircraft on firm basis to 10 firm and 7 option in order to retain the flexibility of selecting an improved version of aircraft at a later stage as well as to explore the opportunity to reassess the markets and routes towards the end of the fleet induction period when the newer version of the aircraft may become available making it possible to tap additional markets. Air India has not yet made a final assessment of its requirement of smaller aircraft.

Lack of passenger facilities at Airports

1241. SHRI S.M. LAL JAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Airports Authority of India has not been